

# CONNECTICUT INDUSTRY

JUNE NUMBER



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# CONNECTICUT INDUSTRY

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## The "Larger Plan" for Railroad Consolidation

In the report of the Joint New England Railroad Committee to the governors of the New England states, submitted over four years ago, a plan of rail consolidation was suggested.

This recommendation was based upon ten months of intensive study of the New England transportation problems. The committee recognized the fact that "if New England's industries are ever forced into a position where they chiefly depend on standard trunk line rates, they are bound to suffer." The committee felt that, "trunk line ownership would substantially eliminate competition among the trunk lines for New England's westbound business, and with it one of the greatest incentives to good service. The lower rates through the northern gateways would be imperiled. Co-operation with water transportation to the Pacific Coast via the Panama Canal, and to mid-western points via Savannah and other southern ports, might be adversely affected by the desire of the trunk lines to get a long haul which the all-rail route would give them."

The Interstate Commerce Commission is apparently loathe to recommend a plan of consolidation upon its own recommendation. The management of each of the trunk lines is suspicious of the consolidation motives of the others. The "weak lines" and the "short lines" are fearful of being gobbled up by the wrong turkey. A certain section of the shipping, receiving and traveling public view with suspicion any sort of consolidation. This attitude of the Commission, of rail line management and of the public, is reflected in the decision rendered by the first named in its denial of permission to the Reading Company to lease the Lehigh and New England: "Moreover, even if it be assumed that the Lehigh and New England should be acquired by some trunk line system rather than by a New England system, its final disposition is a matter that can well be postponed, in view of its strategic importance, until we have before us fuller and better information in regard to the larger plans that may be proposed for the consolidation of the eastern railroads."

Everyone is awaiting the "larger plans" — and there you are. It is evident to those who have given thought to the New England transportation problem that consolidations should and must be effected. It is time that we cease waiting for the development of "larger plans" which may be interpreted to mean the "larger plans" of the trunk lines. The governors of the New England states might, after conference with New England rail, financial and industrial executives, call upon the Public Utilities Commissions of the various states to cooperate with the executives of the railroads in undertaking the development of a voluntary New England consolidation.

Under the present Transportation Act, such a plan is feasible. After Congress convenes, voluntary consolidation may be impossible, as members of the Committee on Interstate & Foreign Commerce have intimated.

*Edmund S. Howard*



# A Plan for the Taxation of Property in the City of Bridgeport

By WILLIAM F. CONNELLY

*Tax Assessor, Bridgeport, Connecticut*

## I—THE PRESENT SITUATION AND THE REMEDY

**T**AXATION is an inevitable feature of our civic development. It is the duty of every citizen to bear his proportionate share of the tax burden. In order that each shall bear his proportionate share and no more, definite standards of assessment must be set up. The development of such standards is an economic problem requiring careful study and research.

The frailties of the ad valorem tax as a measure of tax liability are not a matter for consideration here since the basis of assessment is established by the law of the state. Our aim then is to develop rules and methods by which the basis of tax is applied to each taxpayer in a uniform manner, by which the quality of judgment in regarding tax matters is uniformly tested and by which the administrative machinery of the office is controlled.

The tax department of a city, therefore, should be so constituted that it is competent to deal with the subject of property assessment in a scientific manner and not simply by rule of thumb. It should be so conducted that the work of assessment will not be influenced by political considerations of any nature; the subordination of economics to politics in this matter inevitably leads to unfortunate results.

Equity in assessment and efficiency in operation should prevail. It is the purpose of this report to propose a system for the City of Bridgeport which will accomplish these objects.

## Present Situation

**I**NVESTIGATION has revealed that the present system in the tax assessors' office is obsolete and inequitable and the routine cumbersome. Information is scant or entirely lacking, records are unreliable and rules of assessment procedure have not been followed consistently. Thus, assessments are jumbled. Injustice in the distribution of the tax burden under such conditions is, therefore, not surprising.

For instance, the standard depth table for evaluating lots of varying depths in the city has not been uniformly applied. One piece of property in a certain section of the city, 110 feet x 197 feet is assessed at \$2300 while the adjoining property 56 feet x 197 feet (about one half of the size of the first) is assessed at \$2058. The first plot should carry a value of \$4123. Other instances taken at random from both business and residential sections show the mis-

application of the depth rule and consequent inequity.

Lot	Present Value	Correct Value
A	\$4,634	\$4,733
B	2,000	2,126
C	35,632	37,662
D	36,998	29,675
E	13,551	14,045
F	33,083	38,463

The application of corner influence does not conform to any discoverable standard. Evi-

Portions of this article were originally published by the State Tax Commissioner as a state document, through courtesy of the Board of Apportionment and Taxation of Bridgeport. At the Association's request, Mr. Connelly has prepared supplementary material concerning personalty, formulas for which have been worked out since the preparation of the document in its original form. This supplementary material, together with the most essential portions of the original report, is included in this article.

The subject of administration of the ad valorem tax law is one of interest to all manufacturers and consequently the account of a system developed in one community cannot fail, we feel, to be of equal interest whether considered practical or not for adoption elsewhere.

dently some rule had been applied to the center of the city at some time in the past but it has been so changed by arbitrary additions and deductions that no vestige of a rule remains.

While it is believed that there is but little land not on the books, yet two instances of this nature have come to light in the past few weeks. In one case a lot worth approximately \$4300 at the present front foot values, had been omitted from the tax lists for a number of years. In the other case the land was only a small piece and practically worthless; yet the fact remains that it belongs to someone and should be on someone's list.

The valuation of buildings has been unscientific and therefore, lacking uniformity and accuracy. One house was given a value of \$4000; another next door identical in every respect was assessed at \$7100. Again two houses, outwardly much alike, were assessed at approximately the same amount, yet the cost of one exceeded the cost of the other by several thousands of dollars. A fair valuation of buildings is possible only by detailed inspection of the premises and by the use of definite standards.

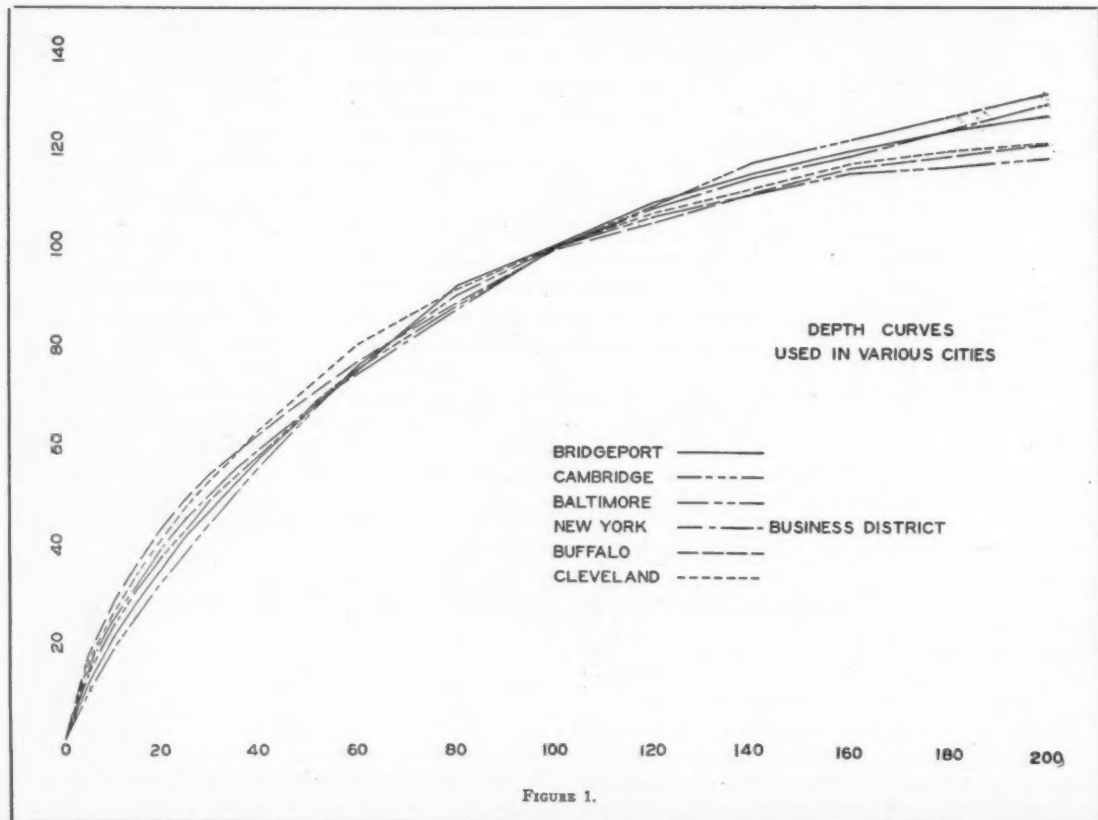
Inadequate records have made it difficult to adjust complaints; the absence of reliable data and standards has meant failure to justify assessments. This applies also to personal property. The adjustment of individual cases in many instances has thru lack of data produced other inequities.

It is not intended here to detail all the shortcomings of the present system nor to attempt to describe their origin and development. From the summary, however, it can be seen that they are fundamental.

### *The Remedy*

**S**INCE the faults and weaknesses of the present system of taxation are fundamental, the remedy must be fundamental. An entire revaluation of land and buildings must be made and proper administrative machinery developed to collect, classify and record the data and to maintain its completeness and accuracy.

It would be a waste of money indeed if, after obtaining this information so vital to equitable taxation, proper means should not be provided to keep it up-to-date and accurate. Assessment information must flow into the tax office.



The recording of this must be automatic and regular, not spasmodic.

A plan is presented below designed to remedy the weaknesses of the present system and to bring about substantial tax equity. It has been devised especially for the City of Bridgeport, in conformity with the statutes of the State of Connecticut.

## II — THE VALUATION OF LAND

### *Combined Judgment Essential*

THE requirement of the statutes that land be assessed at "fair market value" is sometimes difficult to meet. The meaning of the term "fair market value" is a value agreed upon as fair between a purchaser willing but not obliged to buy and a vendor willing but not obliged to sell.

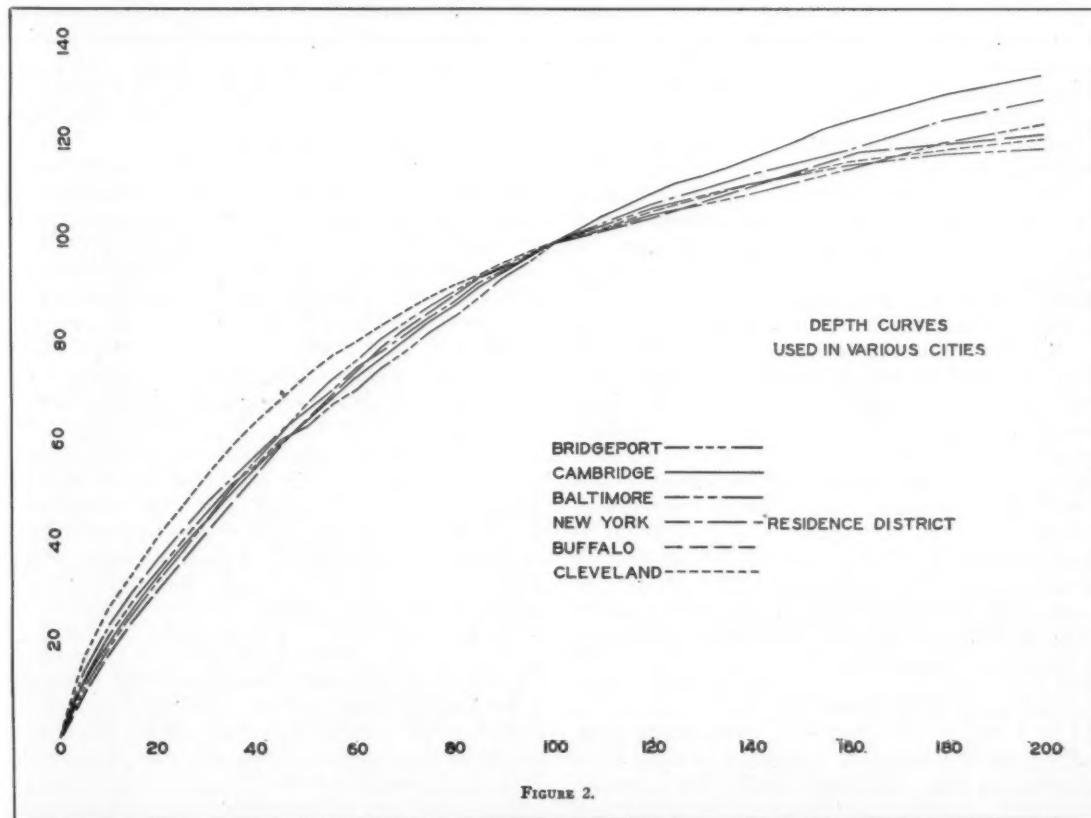
Several sales in any locality within reasonable limits of time indicate unit land values providing that the sales are of the proper character. In all sales, however, the ideal harmony contemplated by the statute is not present and it is often a matter of judgment as to the influence certain factors exercise in determining

the sales price.

Again in sections where sales of property are few or none, or for certain reasons cannot be safely used as guides to unit value, the element of human judgment enters more strongly than ever. In order to render sound judgment it is essential that the men called upon should possess (1) a fundamental understanding of the theory of land values, (2) a detailed knowledge of local conditions and circumstances. But even experts will often disagree. In order therefore, to obtain sound unit values — values which cannot be upset — it is advisable to obtain combined judgment of those qualified. The opinion of any one man regardless of his qualifications, would not result in complete satisfaction in assessment. A board of real estate men, described later, is the logical agent to do this important work.

### *Determining Unit Values*

UNIT value per front foot must be set on every street. By unit value is meant, of course, the value per front foot of an inside lot of standard depth unaffected by corner influence



and other lot influences. The land committee will arrive at tentative unit values in a series of private meetings and these will be set down upon an equalization map provided for the purpose.

Public meetings have been advocated by some, principally for the publicity feature, but such procedure unquestionably wastes time and in view of the situation in Bridgeport it would be unwise to attempt it. Public interest can be stimulated in another way. The preparation and publication in the press of electro-plates of each sectional map showing tentative values will accomplish the same results without the disadvantages growing out of public meetings.

Upon the publication of the map of tentative values, public comment will be invited. After considering carefully all questions which arise in this way, the tax assessor shall determine final values. The electro-plates will be preserved for use in case of future sectional revaluations and for the publication of tax pamphlets or other publicity work undertaken by the department.

Fair unit values having once been set, the tax assessor will review them currently in the light of pertinent transactions such as sales, leases, mortgages, etc., in order that assessments may keep in line with developments. The tax assessor will set up the necessary routine to keep his office informed as to the influences affecting city property values. Unit values should not be changed on individual lots under any consideration; this practice produces chaotic conditions. To preserve uniformity of assessment, the entire affected area must be considered in revising unit values.

*Industrial property is a matter for special study. Front foot values established under any plan, applied to industrial tracts of any considerable size, would usually bring the land value far out of line with its "fair market value." It is a matter of recorded experience that no system can stand up if subjected to this test. The reasonable and logical procedure, therefore, is to disregard the standards of measurement of the system and considering such properties as a separate class, attempt to secure valuation uniformity within the class itself. In this way only is it possible to do justice to industrial taxpayers.*

#### *Depth Percentage Rule*

**I**T is a well-known theory of real estate valuation substantiated by actual facts, that land constituting the front part of the lot is worth more per unit than the rear. This theory, of

course, comes into play in computing the value of parcels of property above or below the standard depth.

In many cities the standard depth of residence and business lots differ and, therefore, it is usually and theoretically more accurate to have a depth percentage table for each type based upon the respective standards. The percentage scale for business lots rises more sharply than the scale applied to residence lots due to the fact that the standard usable depth of a business lot is less than that of a residence lot. The standard depth in Bridgeport of residence lots is assumed to be 100 feet and of business lots 85 feet.

A great deal of research into the relative values of lots varying in depth has been made. Thousands of sales have been investigated in an effort to establish percentages which are in accord with facts. A number of percentage tables have been developed and while not exactly coincident, they are without exception, all in general agreement.

Percentage tables for business and residential districts have been available in the Bridgeport Tax Department for some time. Upon testing these tables it was found that they are remarkably well balanced and produce values which are fair and accurate enough for practical purposes. The trouble, in the past, in this connection has been due to the fact that they were not uniformly applied.

Examination of Figures 1 and 2, will reveal how closely the depth curves of certain cities where the tax system is highly developed, correspond. It will be observed that the Bridgeport curve not only presents no violent departures from the average trend but in fact might well be considered to be in itself an average curve.

In view of the above facts, therefore, it is believed advisable to retain the present depth percentage tables under the new system. A great amount of time-consuming research will thus be saved, the net result of which would not materially affect the accuracy of valuations. It is not hard to see that regardless of which curve might be followed, no injustice would be done anyone provided that the percentages were consistently applied.

#### *Corner Influence*

**A** LOT at the intersection of two business thoroughfares is more valuable than a similar lot within the block. A corner lot possesses advantages of traffic, light, air, etc., not available to an inside lot, which give it additional value. No one will seriously attempt to chal-



lenge this. While it is generally admitted that a lot takes on an added value by reason of a corner situs, yet the measure of such value is an open question and authorities differ widely.

The Baltimore rule of measure is based upon the assumption that the value of a corner lot

the first 25 feet, adding 50% of the value in business districts as corner influence.

Detroit follows in general the plan of Cleveland but considerably reduces the results. There are many other plans of less note, but these will serve as examples.

TABULATION OF CORNER LOTS IN VARIOUS CITIES  
REFLECTING THE FLUCTUATION IN CORNER INFLUENCE VALUE UNDER THE  
RULES USED IN EACH

	1. District of Columbia				5. Cleveland, O. (Somers)			
	2. Baltimore, Md.				6. St. Paul, Minn.			
	3. New York City				7. Cleveland, O. (Zangerle)			
	4. Chicago, Ill. (Martin)				8. Buffalo, N. Y.			
Lot	1	2	3	4	5	6	7	8
A	117,200	119,750	120,000	98,800	116,900	119,000	123,100	113,400
B	81,700	86,500	86,700	70,000	80,600	84,000	86,900	78,400
C	70,200	76,600	70,800	70,000	65,900	67,000	75,200	62,000
D	122,800	129,800	115,000	113,000	111,700	112,000	129,400	55,360
E	144,000	180,000	155,000	148,000	136,900	140,000	157,600	112,000
F	92,700	106,500	96,700	90,000	88,900	98,000	101,300	78,400
G	54,000	57,200	48,200	55,200	66,950	54,800	59,600	40,000
H	62,000	80,000	66,000	64,000	60,400	60,000	68,800	44,800
J	40,200	46,600	40,700	40,000	38,000	37,000	45,200	31,400
K	31,700	28,300	26,200	26,000	25,000	25,900	32,000	22,400
L	40,000	32,600	39,900	26,000	35,200	36,000	38,600	35,000

is the sum of its value as a lot fronting on the main street plus its value as a side street lot. In other words, a full double value is assigned to a corner. The additional value or corner influence is assumed to extend 100 feet from the corner in either direction regardless of the size of the corner lot.

The Cleveland corner influence rule is a modification of the Baltimore rule. Mr. Zangerle after investigating the corner lot values of several hundred lots, concluded that the Baltimore method was not unfair. Yet the Cleveland Real Estate Board felt that it produced excessive values and asked to have the rule modified; it was lowered by about 28%.

The development of a corner influence rule at Cambridge resulted in the establishing of a 100 foot corner influence limit; the same basis is assumed as in Baltimore but the final figures are reduced from 25 to 50% in order to produce conservative values.

New York City assumes that corner influence extends 25 feet from the corner; the additional value of the corner varies from a minimum of 50% to a maximum of 75% over a similar inside lot. Buffalo uses a 30 foot corner influence limit and figures the additional value as 40% of the value of a 30 foot lot, fronting on the higher value street. Newark considers only

The tabulation of corner lots prepared by Assessor Wm. P. Richards of the District of Columbia which is given here, will bring out this variation in corner lot values of different sizes and shapes, in certain cities where recognized rules exist.

#### *Proposed Rule*

THE above summary of practices in cities where thought has been given this subject shows that no two are alike. The limits vary from 25 to 100 feet and the methods of computation differ. Yet granted that such rules may not be accurate, they at least have the virtue of being consistent and of providing a standard guide within each city.

Since the practical interpretation of corner influence theory is attended by such variations, it is important that the results of any formula devised be scrutinized rather than the formula itself. In other words, the main tests of a corner influence rule are: (1) Does it produce sound, provable values? and (2) Is it equitable in application? In developing a corner influence rule for Bridgeport these factors were paramount.

In the first place it is assumed that in Bridgeport, corner influence extends only 50 feet from

(Continued on page 13)



AERIAL VIEW OF THE PLANT OF THE WINCHESTER REPEATING ARMS COMPANY, NEW HAVEN

*The picture clearly shows the gun and cartridge shops, the power plant, the shot tower, warehouse and other large sections of the plant. Extended materially during the war, several divisions are now being used for the manufacture of cutlery, sporting goods and household equipment, as well as for the manufacture of firearms and allied products.*

## Industrial News Around the State

### CARPETS NEW HOTEL

The New Ritz Carleton Hotel in Boston, which was formally opened in May, contains over 14,000 yards of rugs and carpeting made by the Bigelow-Hartford Carpet Company which has its main plant at Thompsonville, Connecticut. The Hartford-Saxony rugs for the corridors were made at Thompsonville, and covering for the bed rooms at the Clinton mill of the company.

### NEW OFFICIAL FOR BRIDGEPORT BRASS COMPANY

President C. F. Dietz of the Bridgeport Brass Company has announced the appointment of Robert T. Kent as general manager of the company. Mr. Kent is widely known as an industrial engineer and is the son of the author of "Kent's Mechanical Engineers Handbook," the tenth edition of which he himself revised. He comes to the Bridgeport company from Prison Industries of the State of New York

of which he was superintendent for nearly three years.

### PLANTSVILLE FACTORY PURCHASED

The Fairchild Lock Company of New Haven has bought the Rowe Calk and Chain Company's factory at Plantsville and taken immediate possession. The concern, which is a new one, will manufacture automobile parts, specializing in a patented automobile locking device.

### TEXTILE SHOW IN DANIELSON

On June 16, 17 and 18 a textile show will be held in Danielson, similar to the one held there in 1925, which was such a success. Eastern Connecticut textile and mill supply concerns will be represented and advance fabric styles and designs will be shown. The exhibits will include displays of cotton, cotton and silk, rayon and woolen textiles, as well as spool goods and the mill supply industries will be

prominently represented.

At the 1925 show, the concerns which exhibited represented a total of over 800,000 spindles and this year's show is expected to be even larger.

#### LANDERS ENTERTAIN SIX THOUSAND

On May 11, the Landers, Frary and Clark Company of New Britain entertained 6,000 employees, wives and friends, at a housewarming in an addition to their plant, just completed.

The sixth floor of the brick, concrete and steel structure was devoted to dancing and entertainment and the fourth floor to a cabaret where amplifiers carried the music to the farthest corners. The committee in charge of refreshments encountered no small task. More than 12,000 sandwiches were served in twenty minutes and a half ton of meat, as well as thousands of rolls, hundreds of gallons of ice

cream and quantities of cake and punch were consumed.

Prior to the opening, members of the Landers Quarter Century Club were entertained at dinner in the factory dining room in another part of the plant and quarter century pins were awarded to 18 employees by President A. G. Kimball.

#### FULLER ON BETTER BUSINESS BUREAU

Alfred C. Fuller, president of the Fuller Brush Company of Hartford, was elected a director of the National Business Bureau, Inc., at the annual meeting held recently in New York.

Interesting mention is made in "*Hawkers and Walkers*" of the very successful retention, by the Fuller Brush Company, of the house-to-house sales methods of earliest pioneer days in Connecticut.

## Connecticut Figures from Census of Manufactures

The Department of Commerce has just released a Connecticut summary of the 1925 Census of Manufactures, covering, first, all cities in the state having 10,000 or more inhabitants, and then the remainder of the state. The compilation follows:

Cities, 1925	Number of establishments	Wage earners (average number) <sup>a</sup>	Wages <sup>b</sup>	Cost of materials <sup>b</sup>	Value of products <sup>b</sup>	Value added by manufacture <sup>c</sup>
Ansonia .....	30	5,148	\$7,371,142	\$32,596,951	\$45,265,639	\$12,668,683
Bridgeport .....	329	28,763	34,903,733	68,535,883	148,098,353	80,562,470
Bristol .....	34	6,569	8,669,817	12,133,421	37,132,061	24,998,640
Danbury .....	77	5,672	7,252,696	17,434,211	31,234,597	13,800,386
Derby .....	30	800	948,011	1,610,384	3,703,818	2,093,434
Hartford .....	337	21,758	29,858,058	45,430,241	109,678,463	64,248,222
Meriden .....	92	7,882	10,021,800	14,775,346	37,627,656	22,852,310
Middletown .....	57	3,831	4,451,929	9,394,644	19,312,494	9,917,850
Naugatuck .....	14	2,910	3,244,439	6,531,757	15,548,056	9,016,299
New Britain .....	87	16,678	21,516,090	24,002,836	72,676,424	48,673,588
New Haven .....	465	22,863	28,463,767	45,903,252	110,506,218	64,602,966
New London .....	57	2,517	2,783,672	7,027,035	13,375,367	6,348,332
Norwalk .....	104	6,304	7,279,299	16,144,021	36,345,528	20,201,507
Norwich .....	73	4,140	5,026,397	10,744,774	20,908,609	10,163,835
Stamford .....	86	7,530	9,074,660	13,688,814	35,108,740	21,419,926
Torrington .....	49	5,310	6,440,745	14,220,976	26,341,064	12,120,088
Waterbury .....	156	23,626	30,426,881	68,813,416	127,172,564	58,359,148
Willimantic .....	30	2,102	2,117,319	6,101,391	10,230,574	4,129,183
Remainder of state .....	955	67,959	81,349,111	197,552,990	273,685,337	76,132,347

<sup>a</sup>Not including salaried employees.

<sup>b</sup>The amount of manufacturers' profits can not be calculated from the census figures, for the reason that no data are collected in regard to a number of items of expense, such as interest on investment, rent, depreciation, taxes, insurance, and advertising.

<sup>c</sup>Value of products less cost of materials; in other words, the value created by the manufacturing processes. The cost of materials does not include wages, salaries, nor the items of expense specified in footnote<sup>b</sup>.

Note: No data are included for establishments having products valued at less than \$5,000.

## Breaking the Camel's Back

*The Important Decisions Affecting Restraint of Trade Which Have Come About Through Recent Building Stone Cases*

**N**EW Rochelle needed a new High School. The city was able and ready to pay for it. Contractors bid briskly for the job and one of them got it. The city fathers begged for speed. But for a year and a half not a trowel was lifted and the High School never got beyond a dismal bare foundation.

The limestone quarriers of Indiana put out a useful product. They had satisfied workmen to fabricate it. Their prices met the market. They could deliver. But their market closed up on them as tightly as if a curtain had shut them off from the world!

These are not puzzlers from "Ask me Another," although when stated thus baldly the two sets of facts seem to have something of the paradoxical in them. They are two actual recent cases, and the answer to the big "Why" that looms after each one is "BOYCOTT"!

More interesting just now than the facts in the cases is the law that was handed down on them — in each case a gratifying bit of retributive justice. In two recent opinions, one by the United States Supreme Court and the other by a lower Federal court, the concerted refusal by organized labor to handle a product which entered into interstate commerce was enjoined as a violation of the Sherman and Clayton acts, with the question of punitive damages left open for separate action. This judicial recognition of the element of conspiracy in restraint of trade attaching to the unions' refusal to work on a given manufacturer's product has probably done more to clear the air than anything since D. E. Loewe threw down the gauntlet in the famous hatters' case.

### A New Haven Manufacturer's Case

**T**HE New Rochelle High School case has a local flavor in that the victim was a New Haven manufacturer, the Decorative Stone Company. This company underbid its competitors on the job by \$33,000, and secured the contract for the cast stone to be used on the school. The New York stone cutters and machine stone rubbers unions had erected an artificial barrier around the metropolitan district by refusing to handle not only stone fabricated in non-union shops, but stone fabricated in any shop not within the metropolitan area. Thus was the monopoly made water-tight, since closed shop conditions in the building trades of the

metropolitan district make it impossible to erect any large building without the exclusive employment of union men. So when union men refused to handle the Decorative Stone Company's product, construction had to stop. Numerous attempts were made to bring union officials into a conference with a view to getting work under way once more, but the overtures met no response and as a result the incomplete structure has lain like an ugly scar on the landscape for a year and a half.

### Interference with Interstate Commerce

**T**HE unions carried their battle tactics still further. The union men employed by the Decorative Stone Company were ordered not to produce any stone intended for use in the metropolitan district, thus cutting off the flow of the product in interstate commerce. The company sought to circumvent this move by employing members of the granite cutters union who were willing to produce for the metropolitan area. Frustrated at this point the New York union prohibited any union tradesmen from working on a job where the Decorative Stone Company's product was used.

Action was brought in the United States District Court against the Building Trades Council of Westchester County, which includes in its membership two local unions of the Journey-men's Stone Cutters' Association of North America. Evidence at the trial showed that the purpose and effect of the union tactics was to exclude from the New York market cast stone manufactured outside of the metropolitan district. The court held that this involved a monopolistic conspiracy and combination and thereupon issued a sweeping order perpetually enjoining the defendants from conspiring to interfere with the interstate trade of the complainant manufacturer, from combining in refusal to handle his product, from discouraging employment where his product is used, from intimidating potential consumers by threat or inference of strikes, from publishing "fair" or "unfair" lists or otherwise restricting the complainant's circle of potential or actual customers, or from penalizing craftsmen who work on the product.

### The Indiana Stone Case

**T**HE Indiana stone case was somewhat analogous but is more important because



the opinion was rendered by the court of last resort. The complainants were some twenty-four producers of Indiana limestone in the Bedford district of Indiana. In 1921 these producers severed their connections with the union and declared for the open shop. Since then, of course, the Stone Cutters' Union has regarded the Bedford operators as "unfair" and beginning in 1924 they sought to enforce a clause in the union constitution providing that no member should handle stone "cut by men working in opposition" to the union, with suspension as the penalty for violation. Evidence at the trial showed that the rule was rigidly enforced against the petitioners' product in many states. Nor was effort spared to intimidate potential consumers with the idea that labor troubles might follow their using this stone. Obviously an injustice was worked not only on the producers but on contractors remote geographically and otherwise from the producing district.

The petitioners sought to establish a conspiracy in restraint of interstate commerce and in April the Supreme Court, by a seven to two decision, directed the issuance of an injunction to restrain the Journeymen's Stone Cutters' Association from this concerted refusal to work on the petitioners' product. "The strikes ordered and carried out," stated Justice Sutherland, "with the sole object of preventing the use and installation of petitioners' products in other states necessarily threatened to destroy or narrow competitors' interstate trade by taking from them their customers . . . . Whatever may be said as to the motives of the respondents or their general right to combine for the purpose of redressing alleged grievances of their fellow craftsmen or of protecting themselves or their organizations, the present combination deliberately adopted a course of conduct which directly and substantially curtailed, or threatened thus to curtail, the natural flow in interstate commerce of a very large proportion of the building limestone production of the entire country, to the gravely probable disadvantage of producers, purchasers and the public; and it must be held to be a combination in undue and unreasonable restraint of such commerce within the meaning of the Anti-Trust Act as interpreted by this court.

"An act which lawfully might be done by one, may when done by many acting in concert take on the form of a conspiracy and become a public wrong, and may be prohibited if the result be hurtful to the public or to individuals against whom such concerted action is directed."

The case has another peculiar angle in that it has made of the Clayton act, which organized labor favored as a curb on monopolies in trade, an instrument to prevent equally obnoxious actions by the unions themselves. James A. Emery, general counsel of the National Association of Manufacturers, says: "From the statements of the president of the American Federation of Labor, it is evident that this case, and particularly this (Justice Brandeis') dissent, will be made the basis for renewed efforts in the next Congress to exempt the labor combination from the anti-trust laws or to impair the remedies at the disposal of the citizen in protecting himself against arbitrary strikes and the boycott."

#### The Lesson of Co-Operation

ONCE more is the lesson of organization in industry brought home. The League for Industrial Rights, which grew out of the celebrated Loewe boycott, prosecuted the Bedford stone case, eventually taking it to the Supreme Court. The final result is a pointed lesson in the usefulness of organized effort on behalf of industry. Without cohesion and co-operation among the petitioners involved it is likely that the point now settled would never have been brought up for adjudication. As it stands the thunder storm has cleared the air.

#### A LESSON IN ADVERTISING

There are other salesmen and advertisers besides Johnny, whose methods of presentation through over-elaboration have oftentimes missed the mark.

Johnny, who had the suavity of an experienced salesman, backed by the winsomeness of childhood, approached a house, rang the doorbell. A lady appeared.

"Do you want to buy thome toot 'ittle tittens?" queried Johnny.

"Some what?" puzzled the woman. "I don't understand."

"Do you want to buy thome toot 'ittle tittens?" repeated Johnny.

"I really don't understand," said the woman. Johnny repeated himself a third time. No luck.

"Aw, hell," shrieked Johnny, disgustedly. "Do you want to buy a dam dood tat!"

*Without the love of books the richest man is poor; but endowed with this treasure of treasures, the poorest man is rich. He has wealth which no power can diminish, riches which are always increasing, possessions which, the more he scatters the more they accumulate, friends who never desert him, and pleasures which never cloy.*

—John Alfred Langford.

## New Industries of Connecticut

### 5. — *The Petroleum Heat & Power Company*

By W. A. DOWER

IT is not so long since the introduction of oil-burning boilers on ocean liners was news enough to cadge front-page space in the dailies.

capital stock of the Fess System Company and now operates it as a subsidiary.

The first burners sold in the East were made



PLANT OF THE PETROLEUM HEAT AND POWER COMPANY

Yet in a few years since then, the use of oil has spread all through the industries and commercial power and heating fields, and it now has a recognized place as a domestic fuel for heating and cooking purposes.

The Petroleum Heat & Power Company of Stamford traces its beginnings back into the pioneer days of the industry. The company's present technical advisor, M. A. Fessler, was one of the earliest inventors of oil-burning apparatus, and much of the oil-burning equipment on the market today is legitimately descended from his early experimentations. Mr. Fessler early became associated with William C. McTarnahan, the present president of the company, and out of that association has come much of the present progress of the industry.

The beginnings of the enterprise were on the Pacific coast where the Fess System Company was organized in San Francisco in 1907. Mr. McTarnahan, watching the development of the Mexican oil fields, soon saw the possibilities of oil-burning in the more rigorous eastern climate, and in 1916 he organized the Fess Rotary Oil Burner & Liquid Fuel Company in Boston. The present corporation was formed in 1920. The Petroleum Heat & Power Company lately purchased the entire

in San Francisco. Later the manufacture of the equipment was let out on contract in Boston, but the company soon had to take over the plant and organization of the firm which has been doing its manufacturing. Outgrowing these quarters, the company in 1920 built its present plant at Stamford. A complete line of oil-burning equipment is manufactured here, from the household furnace and kitchen range types up to the largest industrial or power installations.

The Petroleum Heat & Power Company combines the merchandising of fuel oil with the manufacture of oil burning equipment, the installation of the equipment creating a market for the fuel oil. Its oil sales amount to about three million barrels yearly.

The Stamford plant houses the manufacturing, engineering, and experimental departments, and the comptroller's office. Commercial offices are maintained in Providence, Boston, New York, San Francisco and Los Angeles. Executive offices are at 511 Fifth Avenue, New York City. The officers, besides President McTarnahan, are H. C. Dever, 1st vice-president; Glenn Arnold, 2nd vice-president; F. Murray Forbes, treasurer, and L. E. Snowman, comptroller.

## A PLAN FOR THE TAXATION OF PROPERTY IN BRIDGEPORT

(Continued from page 7)

the intersection of two streets. Whether or not it extends further is a matter of conjecture; the weight of authority contends that the limit is somewhere within the first hundred feet. Unquestionably, 50 feet is a reasonable basis. The fairness of this assumption is substantiated by experience.

In other cities where the limit is greater than 50 feet, usually the greater part of the additional value is assigned to the first 50 feet. In St. Paul, for instance, corner influence is deemed to extend 100 feet yet 84% of the corner influence attaches to the first 50 feet; in Cleveland similar, 89% of the additional value is placed on the first 50 feet.

Again it is clear that it is unscientific to take an arbitrary percentage of value regardless of the number of feet used because it is certain that the value of a corner lot varies according to the character of the intersecting street. For example, a \$3,000 street intersecting a \$2,000 street clearly produces a different actual corner value than if intersecting a \$500 street. This factor must be given weight in any rule.

It has been determined that if corner influence is measured by the value of a 50 foot lot projected from the intersecting lower value street, using the standard depth table, a fair value results. In short, the frontage in one case becomes the depth in the other. The minimum frontage used for this purpose should in no case be less than 30 feet. To find the total lot value, a corner lot would first be valued as an inside lot fronting on the higher value street, to which would be added the value of the lot based on a maximum frontage of 50 feet on the lower value street, to a maximum depth of 50 feet.

For example, assume a lot A of standard size 50 x 85 fronting on a main street with front foot value of \$2,000 and side street with a value of \$600. Its value as an inside lot would be simply the front foot value multiplied by the frontage and depth percentage. The corner influence would be  $50 \times 600 \times .69$  or \$20,700.

If the above corner lot were divided into two lots B and C each having a frontage on the main street of only 30 feet, then the same total corner influence of \$20,700 would obtain, but it would be apportioned to both lots. The corner influence value of the corner lot B would

be  $50 \times 600 \times .496$  or \$14,880 and of the adjoining lot C \$20,700 — \$14,880 or \$5,820.

Assume, however, that lot B above (30 feet on the main street by 85 on the side street) were again divided into two lots, D and E, D having a main street frontage of 30 feet and a side street depth of 40 feet and E having a frontage on the side street of 45 feet with a depth of 30 feet. The corner influence of D would be  $40 \times 600 \times .496$  or \$11,904 while that of E would be  $10 \times 600 \times .496$  or \$2,976. The sum of these added to the corner influence of lot C (\$5,820) above will make \$20,700 the total for the corner area.

Again assuming a corner parcel F on the same streets divided into two lots, G with a 50 foot frontage on the main street and a depth of 25 feet on the side street and H having a 60 foot frontage on the side street with a depth of 50 feet. The corner influence of G would be (using minimum of 30 feet)  $30 \times 600 \times .692$  or \$12,240; that applying to H would be \$8,460.

It is sound theory that corner influence should apply to the assumed basic area of influence regardless of lot lines and should, therefore, always be the same in toto. A minimum basis of 30 feet will largely offset advantages of shallow lots under the rule.

It must be followed in all cases where applicable, in the interest of equity, but as a matter of fact, there are comparatively few of such cases within the business area of Bridgeport.

The accompanying statistics show the corner influence value of the most important business corners in the city, as computed under the new rule. For purposes of comparison, computations are also worked out for these same properties under three of the best known rules. The present corner influence on these lots is not indicated because these amounts are not comparable; in many cases the front foot value of the corners was raised above the unit value of adjoining lots. A part of the real corner influence value is thus concealed in the unit value of the lot bringing the present absurd amounts more nearly in line with the corresponding corner influence values developed.

### Semi-Business Corners

IT is a matter of experience in many cities of note that under any corner influence rule, corner lots in semi-business or jobbing districts cannot support values as developed since the rule was designed primarily for retail corners.



In the interest of equity, therefore, the full corner influence should not be added but only a partial influence. It is a matter of judgment as to what degree this should be done. Zangerle, in his authoritative work, "Principles of Real Estate Appraising," suggests a schedule of percentages for partial influences.

**BRIDGEPORT BUSINESS CORNERS**  
COMPARISON OF CORNER INFLUENCE VALUES  
UNDER WELL-KNOWN RULES

Corner	Baltimore	Cleveland	St. Paul	Bridgeport (Proposed)
No. 1	\$65,491	\$61,582	\$41,544	\$39,675
No. 2	48,797	57,477	35,894	32,706
No. 3	70,380	53,274	43,255	39,675
No. 4	39,647	49,735	30,791	27,738
No. 5	107,564	90,868	62,829	53,545
No. 6	118,238	94,153	65,483	55,545
No. 7	22,687	17,198	12,015	9,901
No. 8	46,548	46,672	30,838	27,024
No. 9	24,395	18,598	12,197	9,901
No. 10	73,270	52,754	36,635	29,739
No. 11	84,632	62,638	43,636	35,707
No. 12	78,043	56,148	39,022	31,740
No. 13	90,321	68,816	48,044	39,675
No. 14	34,956	42,315	26,217	24,840
No. 15	54,545	41,348	28,885	23,805
No. 16	62,583	62,275	41,294	38,926
No. 17	38,123	32,746	22,727	19,837
No. 18	68,972	58,767	40,557	35,707
No. 19	35,972	26,930	21,872	19,838
No. 20	98,751	61,875	43,116	37,674
No. 21	33,810	24,702	17,163	11,903
No. 22	33,672	24,633	17,146	11,903
No. 23	123,899	99,705	69,500	59,513
No. 24	19,417	20,649	13,276	20,066
No. 25	112,537	83,166	72,468	59,513
No. 26	104,984	82,110	57,008	47,610
No. 27	209,087	158,502	110,726	91,253
No. 28	209,087	158,502	110,726	91,253
No. 29	137,175	136,469	90,492	85,301
No. 30	134,895	134,895	89,368	84,111
No. 31	27,272	20,674	14,443	11,903
No. 32	60,214	51,622	35,737	31,740
No. 33	22,894	21,527	14,522	13,869
No. 34	32,746	30,090	10,722	19,837
No. 35	35,190	40,664	25,492	23,322

The following schedule is an adaptation of his and it is believed that its use will prove satisfactory in this city.

**TABLE OF PARTIAL CORNER ADDITIONS**

Lot Value per Front Foot On the Main Street	Percentage of Corner Influence
\$50 — \$74	25
75 — 99	40
100 — 124	55
125 — 149	70
150 — 174	80
175 — 199	90
200	100

*Residence Corners*

IN connection with residential corners, it is my opinion that corner influence should not be considered. Investigation in one city revealed that residential corners did average a little higher in price than inside lots but the amount was scarcely worth while noting. There are disadvantages to corner residential properties which might fairly be considered to offset any advantages. In case of reasonable doubt, the taxpayer should receive the benefit.

*Conclusion*

IT is quite possible that other rules developed in the past by others might be theoretically more accurate. As a practical matter however, the accuracy and equity of assessment gained is not appreciable. Certainly any gain of this nature is more than offset by the complexity and cumbersomeness of the rule itself.

The rule developed above, in my opinion, should be adopted as part of the system because it is

1. Conservative in its valuation
2. Reasonable and provable
3. Equitable in its application
4. Simple to use and explain
5. Understandable by the average taxpayer.

*Irregular Lots*

IRREGULAR lots are of such a variety of shapes and locations with respect to the street, that no rules can be laid down for their valuation. Suffice it to say that in each case the irregular lots should be properly dissected and projected into triangle, parallelograms, etc., for sound mathematical computation. Diagrams should be prepared showing the method to be used in each case, to the end that uniformity will obtain.

*Minor Factors*

PLOTTAGE, alley influence, grades, ledges, holes, etc., are factors upon which it is difficult to generalize. The additions and allowances for these minor influences might well be left to the judgment of the assessor.

**III — THE VALUATION OF BUILDINGS**

*Fair Market Value*

THE statutes prescribe that the basis of assessment upon buildings as well as land shall be fair market value. It is clear to all that cost and market value seldom coincide. Particularly is it true in these days when the



purchasing power of the 1913 dollar has fallen to approximately 65 cents as judged by the general price index. Construction prices considered alone show an even more violent disturbance; the estimates of various economic agencies range anywhere from 75 to 100% higher than 1913 prices.

From a study of the commodity price curve over a long period of time, economists are agreed that while unquestionably 1925 prices are inflated they will not return to the 1913 basis but will establish a new normal. At what point prices will settle or when this will come about is difficult to prophesy. Some allowance should be made for a settling of prices; it is suggested that a margin of 20% be allowed from the present price level.

It is more logical and accurate to start computing building value from the present cost of reconstructing a given building today than to make adjustments upwardly on original cost. Original costs are hard to obtain and unreliable while present day costs are available.

Therefore, if 80% of present reconstruction cost less accumulated depreciation and obsolescence is taken the result will be building values which for the present are fair and which can be proved by this office. This in my opinion is fair market value.

#### *Depreciation*

**D**EPRECIATION on structures is of two distinct types, depreciation resulting from wear and tear due to use and to the action of the elements and the second resulting from lack of utility. The former is known technically as physical depreciation and the latter as functional depreciation or obsolescence. Both of these forces are active to a greater or lesser extent; the former, however, must always be reckoned with, the latter only in certain instances. Depreciation allowance from a commercial or accounting standpoint is based always on cost; the fact, however, that market value supersedes cost in assessment work, necessitates the use of market value as a basis for depreciation.

The allowance for depreciation under any circumstances commercial or assessment can never be accurate due to the impossibility of obtaining the exact life of the building; it must always be an estimate. The allowance for assessment purposes, furthermore, will not parallel commercial depreciation rates since the latter usually depreciate an asset faster than the actual loss of value. Frequently, a building is standing in good condition and serving its purpose after the end of its theoretical life.

As it stands it represents a certain assessable value and from a tax viewpoint should not be depreciated below a fair value as long as it is usable. A maximum limit should be set, therefore, upon depreciation allowed. This limit as established by experience should be about 66%.

Obsolescence should be considered and allowed when proved to the satisfaction of the commissioner.

#### *Appreciation*

**I**N the past few years appreciation or increase in the value of buildings has been the important factor; appreciation has, in fact, been so great since 1913 due to economic disturbances mentioned previously as to offset depreciation and has added measurably to original value. For this reason under the best devised systems no depreciation has been deducted and in fact revaluation of buildings upon present day costs is in process or in contemplation.

It is possible that building costs will increase temporarily even more although the weight of authority seems to favor the opinion that any change will be downward. Yet conditions are always changing and the price index will fluctuate accordingly in the process of finding its proper level. In any case it is a situation to watch in order to keep the building valuations up to date. Some fair barometer or gauge should be instituted to measure cost fluctuations. This can be done by preparing a general index of construction costs.

#### *Use of a Price Index*

**A** PRICE of construction index will provide a standard means of measuring variations and, if properly constructed, will be a reliable guide in adjusting building values when once found uniformly by a basic revaluation. Unless something of this nature is done there will be no scientific basis for keeping assessments in accord with market value. It is not the intention to adjust values according to each minor fluctuation in the price curve but to note only major movements. In this way adjustments may be made without destroying uniformity and the benefits of a general physical revaluation extended for a long time.

There are two leading construction indices in the United States, the United States Department of Commerce and Labor Index and the Engineering News Index. These are national in scope and include all kinds of building activity. While fundamentally sound they are not particularly sensitive to conditions in any one locality due to their national scope. Both

give a heavy weight to steel prices in preparing the index which would make it apply more particularly to cities where large construction is important.

It is possible to prepare an index which will reflect more nearly local building prices by weighing the factors in a different manner.

#### *Basic Costs and Application*

**B**UILDINGS of different types and even buildings of the same type but of varying sizes—differ as to unit cost. In order to arrive at an intelligent basis for applying cost figures, the buildings of the city must be measured and inspected. It is not a settled question as to whether a square foot basis or cubic foot basis is the most practical. The cubic foot basis is more expensive to use. Furthermore, there appears to be no standardized method of arriving at cubical contents of a building. Some architects figure from outside wall to outside wall, others from inside wall to inside wall. The variation in this case shows a spread of from 7 to 15%. It is proposed, therefore, if data can be obtained on this basis, to use the square foot method except in cases where results will be obviously inaccurate.

Data relative to the unit cost of different types of construction and improvements must be obtained. It will be the responsibility of a building advisory committee to collate this information for the use of the tax assessor. The judgment of a qualified committee, in this case as regards basic costs, will be superior to that of any one individual since it is a matter of common knowledge that bids differ widely in the construction field. A schedule of prices will then be prepared and applied to the facts gathered by a force of men on each building.

#### IV — THE TAXATION OF PERSONAL PROPERTY OF MANUFACTURERS

##### *General*

**I**T is a matter of common knowledge that the statute under which personal property of manufacturers is taxed in Connecticut has become ineffective. This is true not only in Connecticut but in every state which has such a law on its books. The condition is not a sudden one; but rather one of gradual growth, which, kept in the background when fiscal needs were comparatively small, has come to the front in recent years because of the increased need for taxes and a consequent exaggeration of the inequalities.

The weakness of the law is inherent. It

places upon the tax assessor an obligation which it is virtually impossible for him to fulfill. The task of placing a fair market value (whatever that may be) upon the hundreds and thousands of varied machines, equipment, and products of our manufacturers is one which would try the wisdom of a dozen Solomons. And no Solomon has arisen to help the harassed assessors of the state.

If this law as it stands is so bad, so incapable of equitable administration, it is reasonable to ask why it remains on the statute books. The answer is not difficult. The state needs a definite amount of revenue; if a statute which produces any part of it is removed a substitute must be found to make up the deficiency. What shall be substituted which is more practicable than the present law, more equitable and still productive of equivalent revenue? Therein lies the difficulty.

While the discussion goes on, it still remains for the taxing authorities throughout the state to enforce to the best of their ability the present statute. The present law in spirit at least is for equalization of the tax burden. To equalize, it is necessary to have a rule of measure to apply to property involved. If such a rule can be developed and applied uniformly, the injustices of the present law will be to a great extent removed.

A plan has been worked out in Bridgeport by virtue of exceptional cooperation on the part of a Special Committee of the Manufacturers' Association of Bridgeport which gives promise of good result. Briefly it is this—a formula specifying how the values of the various taxable items shall be ascertained.

It is recognized by all executives with but a slight knowledge of accounting that book values would be an unsatisfactory basis for taxation. If accounting systems were all uniform, and if accounting values were all built up in the same way, some evils would be eliminated. But accounting systems and values differ radically among manufacturing enterprises. Furthermore, the financial policies of enterprises differ; they will always differ since the differences in accounting treatment are dictated by conditions often beyond the control of the concerns themselves. Comparisons are possible only after intensive analysis so that for all practical purposes it may be said that ordinary book values do not constitute a common measure for tax purposes.

To say however that a formula shall be used which specifies how values shall be constructed from the accounting records is far from saying

that book values constitute the basis. The use of a sound guiding formula, or rule, is a guarantee that accounting differences will largely be eliminated and values brought as near as may be to a common measuring ground.

The formula outlined below was put into effect in the City of Bridgeport in 1926.

#### Valuation Formula

Item 1. **RAW MATERIAL.** The value of the average quantity on hand for year ended September 1, 1926, ascertained by dividing by twelve the sum of the total values on hand at the end of each month. Each monthly value is to be determined by the invoice cost price, or market value, whichever is lower, plus freight, *less an allowance of five per cent for obsolescence, shrinkage, etc.*

Item 2. **\* SUPPLIES.** The value of the average quantity on hand for year ended September 1, 1926, ascertained by dividing by twelve the sum of the total values on hand at the end of each month. Each monthly value is to be determined by the invoice cost price, or market value, whichever is lower, including freight on major items, such as coal, oil, etc., *less an allowance of five per cent for obsolescence, shrinkage, etc.* These supplies embrace all items, carried in general stores which subsequently go into overhead expense, including small tools such as drills, files, taps, etc.

Item 3. **WORK IN PROCESS.** The value of the average quantity on hand for year ended September 1, 1926, ascertained by dividing by twelve the sum of the total values on hand at the end of each month. Each monthly value is to be determined by using the value of material in accordance with Item 1, plus cost of direct labor.

Item 4. **FINISHED GOODS AND PARTS.** The value of the average quantity on hand for year ended September 1, 1926, ascertained by dividing by twelve the sum of the total values on hand at the end of each month. Each monthly value is to be determined by using the value of material in accordance with Item 1, plus cost of direct labor.

Item 5. **MACHINERY.** Net value on hand ascertained from the invoice cost, plus freight. If invoice cost is not ascertainable, use basis taken for Federal Income Tax purposes. An allowance for depreciation and obsolescence is to be computed at the *rate taken and allowed in the Federal Income Tax Return.* However,

the total accumulated depreciation and obsolescence *must not exceed ninety percent of the basic value.* If any asset under this heading shall have been written down to less than ten percent of the above basis, such an amount shall be added for taxable purposes to bring the total net value of the asset to ten percent of the original basic value.

Item 6. **OFFICE EQUIPMENT.** Net value on hand September 1, 1926, ascertained from the invoice cost, plus freight. If invoice cost is not ascertainable, use basis taken for Federal Income Tax purposes. An allowance for depreciation and obsolescence is to be computed at the *rate taken and allowed* in the Federal Income Tax Return. However, the total accumulated depreciation and obsolescence *must not exceed ninety percent of the basic value.* If any asset under this heading shall have been written down to less than ten percent of the above basis, such an amount shall be added for taxable purposes to bring the total net value of the asset to ten percent of the original basic value.

#### The Results

THE application of the formula resulted in a number of increases and a number of decreases in assessment; such, of course, is inevitable in a situation where taxpayers have filed their tax lists according to their own theory of what constituted taxable value. If nothing else can be said of the Bridgeport plan, the substitution of one idea of a tax basis in place of a score or more could not but result in a healthier situation.

The formula has not been perfected; there are several refinements which will, it is believed, render its application more equitable. It was felt that it would be a mistake to start with too complicated a formula and if it is true perhaps that we sacrificed exactness to simplicity, this was done consciously.

To some the formula may appear difficult. It actually, however, is not. Any accountant worthy of the name should have no trouble in working out the values requested. Even in cases of firms with but elementary accounting records, a value can be derived without undue difficulty which will be in substantial compliance.

It is felt that a start has been made in the right direction. Gradually the defects of the present plan will be ironed out. It is not unreasonable to suppose that with the continued cooperation on the part of the manufacturers the plan will improve with age, and the industrial taxpayers in Bridgeport will benefit by substantial equalization of the tax burden.

\* Where it is impractical to segregate the value of raw materials from supplies described in Item 2, it is permissible to report the combined value under Item 1.



## Transportation

### Motor Truck Legislation

**M**EMBERS have been advised through special legislative bulletin of the measures enacted by the 1927 session of the Connecticut General Assembly which affect the ownership and operation of motor trucks. The legislatures of the other New England states enacted no laws which directly affect the owners and operators of Connecticut trucks. The State of New Jersey, however, passed Assembly Bill No. 65, chapter 184, which levies an excise tax of three-fourths of one cent for each mile covered by a so-called common carrier motor truck or motor bus operating for hire across or into the State of New Jersey. This regulation would not apply to trucks owned by manufacturers transporting their own goods. Members shipping into the State of New Jersey should communicate with the Association.

### Minimum Weight on Ferry Cars

A certain difficulty has been experienced by members in handling trap and ferry cars from Connecticut to Trunk Line territory on account of the lower minimum of eight thousand pounds in New England as against twelve thousand pounds minimum in Trunk Line Territory. Representatives of this Association met with interested carriers on May 20 in New York City for the purpose of ironing out some of the difficulties which exist.

### Iron and Steel Rates Suspended

Through Investigation and Suspension Docket No. 2890 the Interstate Commerce Commission has established certain rates on iron and steel articles, carload and less than carload, between points in New England territory, until December 16, 1927.

The cancellation of certain commodity rates on iron and steel articles within New England has been the subject of one public hearing before the New England Freight Association and of numerous conferences with executives of the New England carriers. At the conclusion of these conferences the New England carriers finally decided to go forward with the publication of the tariffs. Your Association and a number of other individuals and organizations immediately filed a request for suspension which, as has been stated, was granted by the Interstate Commerce Commission. A hearing will be held before Examiner Disque in New York on June 10, at which representatives of the Association will be present to testify in behalf of members.

### Bethlehem Steel Distributing Point in Connecticut

The Bethlehem Steel Corporation has established a distributing plant at Bridgeport. Iron and steel will be docked at Bridgeport from Farrell's Point, Maryland. The company plans to build vessels of four thousand tons to ply between Baltimore and Bridgeport. Cargoes will be distributed by truck from shipside.

### Express Claims

The American Railway Express Company has issued form No. 680 which is to be used in filing claims for loss and damage on express shipments. Form No. 679 has also been designed for use in apparent bad order shipments. Concealed loss or damaged shipments are also provided for but must be reported to the express company within forty-eight hours of the delivery. Interested members may secure forms by applying to George S. Lee, traffic manager, American Railway Express Company, 46 Trinity Place, New York City.

### Compressed Cotton Rates

The Interstate Commerce Commission in the case of Manget Bros. Company v. Atlantic City Railway has modified its finding that rates charged on specific shipments of cotton moved rail-water-and-rail from Opelousas and Bunkie, Louisiana, to New England and New York were unreasonable, so as to include rates on uncompressed cotton. The second time, the Commission found that on rates on compressed and uncompressed cotton, the latter being compressed at the expense of the carriers, via rail-water-and-rail routes from the points above mentioned to New England and New York points which exceeded or exceed rates contemporaneously maintained in the same commodities respectively from Shreveport and Alexander, La., to the same destinations, were unreasonable in the amount of the excess. Reparations were awarded and carriers ordered to place new rates in effect by July 19 at Utica and Amsterdam, N. Y., Lawrence, Lowell and Shirley, Mass., Manchester, N. H., and Quindnick, R. I.

The Traffic Committee and the transportation attorney of the Association, although they did not directly participate in the above case, have been following it with interest since it has a bearing upon a comprehensive study of cotton rates to New England which is at the present time being made.



## M. A. C.'s Views on Current News

Prominent Republican women voted 629 to 233 that liquor drinking has increased since prohibition. They ought to know, Irving Fisher to the contrary notwithstanding.

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A prominent scientist has discovered a method of dissipating fog. Too bad he couldn't have made the discovery before the legislature adjourned.

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Who was it that said that Cal isn't original? He asked all the Nicaraguan liberals to hand over their guns to the marines. It seems to us an original disarmament plan.

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Youth's Dream — "To not have to study; to have no final exams, to be delivered from the land of prohibition, to sit with your sweetie in the moonlight with her old man, her mother and her kid brother 3000 miles away; to be assured that the item 'For books' in your expense account cannot be investigated in person by your dad; to sleep as early or as late as you like; to be surrounded by snappy, vivacious, adventurous, beautiful and wealthy coeds." That is the Floating University. Long may she float!

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Play this on your piano — "It has been my pleasant executive duty to extend a hearty welcome to the ships and officers and men of the magnificent fleet of the United States Naval Vessels that have rode at anchor in our beautiful harbor." Hon. James Walker, Mayor of New York.

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## Henry Bradford Sargent

THE Board of Directors of the Association, holding, on May 25, their first meeting since the death of Mr. Henry B. Sargent, passed the following resolution:

*Resolved: That the Board of Directors of the Manufacturers' Association of Connecticut, desire to express both personally and in behalf of the entire membership of the Association their deep sense of loss at the death of Mr. Henry B. Sargent, president of Sargent and Company, for many years a director of this Association.*

*Beloved by all, and preeminent in matters of industrial progress and welfare, he endeared himself to everyone who knew him and who worked with him. His life has been an inspiration and his leadership will live after him.*

❧

IN a recent statement, writing of Mr. Sargent and two other prominent manufacturers who had passed away, William H. Barr, president of the National Founders' Association said:

"Mr. Sargent served on the administrative council for two years, was always actively interested in association affairs, and, at the time of his death, was president of Sargent and Company, of New Haven, Connecticut. These three veterans in the foundry business were men of untiring energy, who gave unstinted personal effort to their industry, their community and their country. They were manufacturers of prominence, citizens imbued with the finest type of public spirit, and invaluable councillors in the alumni of the National Founders Association."

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THE employees of Sargent and Company presented to the family engrossed resolutions in memory of Mr. Sargent which said:

*"His active service of fifty-six years was marked by ability and accomplishment. Himself a lover of truth he urged others to seek and practice it. His many friendships were ever joined with genteel dignity and charm and his daily relations with his fellow men were an example and an inspiration to all. As a tribute to his memory and an expression of sincere sympathy these resolutions are presented to his family by the employees of Sargent and Company."*

## Transportation

### Motor Truck Legislation

**M**EMBERS have been advised through special legislative bulletin of the measures enacted by the 1927 session of the Connecticut General Assembly which affect the ownership and operation of motor trucks. The legislatures of the other New England states enacted no laws which directly affect the owners and operators of Connecticut trucks. The State of New Jersey, however, passed Assembly Bill No. 65, chapter 184, which levies an excise tax of three-fourths of one cent for each mile covered by a so-called common carrier motor truck or motor bus operating for hire across or into the State of New Jersey. This regulation would not apply to trucks owned by manufacturers transporting their own goods. Members shipping into the State of New Jersey should communicate with the Association.

### Minimum Weight on Ferry Cars

A certain difficulty has been experienced by members in handling trap and ferry cars from Connecticut to Trunk Line territory on account of the lower minimum of eight thousand pounds in New England as against twelve thousand pounds minimum in Trunk Line Territory. Representatives of this Association met with interested carriers on May 20 in New York City for the purpose of ironing out some of the difficulties which exist.

### Iron and Steel Rates Suspended

Through Investigation and Suspension Docket No. 2890 the Interstate Commerce Commission has established certain rates on iron and steel articles, carload and less than carload, between points in New England territory, until December 16, 1927.

The cancellation of certain commodity rates on iron and steel articles within New England has been the subject of one public hearing before the New England Freight Association and of numerous conferences with executives of the New England carriers. At the conclusion of these conferences the New England carriers finally decided to go forward with the publication of the tariffs. Your Association and a number of other individuals and organizations immediately filed a request for suspension which, as has been stated, was granted by the Interstate Commerce Commission. A hearing will be held before Examiner Disque in New York on June 10, at which representatives of the Association will be present to testify in behalf of members.

### Bethlehem Steel Distributing Point in Connecticut

The Bethlehem Steel Corporation has established a distributing plant at Bridgeport. Iron and steel will be docked at Bridgeport from Farrell's Point, Maryland. The company plans to build vessels of four thousand tons to ply between Baltimore and Bridgeport. Cargoes will be distributed by truck from shipside.

### Express Claims

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## Sales Exchange

*In this department members may list without charge any new or used equipment or supplies. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.*

### FOR SALE

#### Celluloid

400 sheets pink and blue celluloid 20" by 50" by .020. This is an overstock of new material, never having been out of the cases.

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#### Planer

Complete equipment including counter shaft and wrenches in first class working condition. Bed 28" x 9' overall, 30 1/2" between housing and will handle 33" under the rail. Price very reasonable.

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#### Steam Engine

One Fitchburg steam engine 9' x 18', four valve side crank, in perfect running condition. Has been recently thoroughly overhauled and used little since. Can be seen set-up at the factory.

Address S. E. 165.

### FOR SALE

#### One Addressograph Machine

Model F. 1, in first class condition.

#### One Steel Addressograph Cabinet

Olive green finish, height 30", width 17", depth 23".

#### One Commercial Duplicator

Made by the Duplicator Manufacturing Company, 16 x 18 bed.

One Egry Register Machine, Model No. 505.

Address S. E. 166.

#### Cafeteria Equipment

Complete cafeteria and kitchen equipment to take care of 250 persons at one sitting. Equipment will provide 500 meals. More information on request.

Address S. E. 167.

### FACTORY SPACE

17. FOR SALE. Desirable property in Meriden. Going concern will dispose of property, either with or without machinery.

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Machine equipment includes lathes, planer, Cincinnati Miller, grinders, drill presses, hardening furnaces. Patterns for power presses, drops, gears, etc.

Further details on request.

## Employment Service

*This department is open to members free of charge. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.*

**PERSONNEL WORKER**—Young lady, 21 years old, now student at Ohio State University but graduating in June wishes to become associated with eastern manufacturing concern. Studies include time and motion study and job analysis, industrial hygiene, industrial psychology, industrial finance and accounting and marketing problems. Holds student membership in Taylor Society and Society of Industrial Engineers. Willing to start at the bottom and learn the business. Address P. W. 264.

**EXECUTIVE**—Married man, age 40. Fifteen years experience in responsible executive positions and knows engineering, manufacturing, sales and finance. Served as assistant general manager of plants employing from 500 to 15,000 men. Address P. W. 265.

**SALES ENGINEER**—Age 35. Graduate mechanical engineer Sheffield Scientific School. Five years experience in drafting, six years assistant superintendent and two years selling mechanical equipment. War experience mostly in connection with gasoline engines and automobile work. Address P. W. 266.

**WORKS MANAGER**—Age 45. University graduate with degree of mechanical engineer. Since 1904 has held position of master mechanic, chief engineer, and for the last ten years connected with progressive brass concern in various capacities. These include assistant superintendent of plant, superintendent, plant engineer and supervisor of maintenance, in which latter position he has had experience in handling men and organization work. Address P. W. 267.

**INDUSTRIAL ENGINEER**—Age 28. College graduate, B. S. degree. Familiar with French, Italian, Spanish, and German. Connected with aircraft company and for the last 5 years industrial engineer which included making large industrial surveys. Understands accounting and time study. Address P. W. 268.

**EXECUTIVE**—Married. Ten years retail experience as executive, three years manufacturing experience in like capacity. Experience also in advertising, merchandising and handling of retail and wholesale sales forces. Clear insight of financial matters. Address P. W. 262.







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